A TTORNEYS AND COUNSELLORS AT Law, Lexington, Mo. Office, front room ver the 'Lexington Savings' Bank,' opposite he court house. Will practice in the courts of airgette and surrounding countries, and also in the Supreme court of cine state of Missouri, and he U. S. Circuit and bistrict courts for the Western District of Missouri. T. S. CHANDLER. T. S. CHANGE, 18.

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TUTT'S PILLS are especially adapted to such cases, one dose effects such a change of feeling as to astonish the sufferer. They increase the Appetite, and cause the body to Take on Flesh, thus the system is nourished, and by their Tonic Action on the Digestive Organs, Regular Stools are produced. Price 35c. 44 Murray St. N.Y.

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CORDER.

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Weekly

He shot through like a millstone, and as

And then the wretched mugwump, who

song; These men were a great nulsance, but they

The sweat was streaming from him he look-

We took him out at midnight, and he was

The rag-man bought his clothing, except his

His bones went to a museum, and brought

steal them twice; His flesh was rendered up with care, it paid us for our toil,

This human oil is made into the finest of

This numan of its made into the intest of pomade;
Twill make the moustache quickly grow, and
I have heard it said
'Twill drive off freckles, cure your corns, and

stop ingrowing nails,
And for all cramps and other pains I know it
never fails.

Such things as these sound savage, but the trap is honor's friend, It weeds out only nuisances, and brings them

only cures a portion, but that does a sight

he sland'rer and back-biter, the false frien

There are many minor evils that ought to catch the rod.

bencamp, s hf w hf. w hf sw sw, 13, 48, 24, 5 acres Joseph Ham to Mattida W. Iman, se ne, 25, 48,29, 40 acres Herman Brand to F. W. Brand,

Town of Odessa to M. G. Wood,

very cold-

hat and boots.

Sunday sutts.

to an end;

them with fire.

his dving word:

now is not;

Intelligencer.

VOL. 15.

LEXINGTON, MISSOURI, SATURDAY, JANUARY 2, 1886.

INSURANCE AGENCY!! HOME INSURANCE COMPANY OF NEW YORK.

PHŒNIX INSURANCE COMP'Y OF HARTFORD, CONN.

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CONCORDIA. ALTHOFF & WALKENHORST. CONCORDIA, - MO. PARTIES wishing to cell Farms, or to borro Money at very reasonable rates, are respectfully r-quested to give us a call. jyishi

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Will, after June 1st, 1st, bave on many ply of Pigs and Shoats, of his breeding stock is recorded in the Central Polanding stock is recorded in the Centra C. H. BARRON

OFFICIAL COUNTY PAPER. Terms, \$2 per Year, in Advance ALEX. A. LESUEUR. - - - - EDITOR ETHAN ALLEN, - - BUSINESS MANAGER. W. G. MUSGROVE, - - - PUBLISHER

Wabash Railroad Time Table.

Mo. P. R. R. Time Table.

oncordin. Aullville .. Higginsville Page City. Lexington. Wellington 6:22 pm 9:00 pm 5:07 am 9:23 am 5:30 am 10:50 pm 4:16 pm:11:15 am 3:20 pm:12:10 pm Kansas City Leavenworth Atchison.... Chicago & Alton R. R.

Passenger Local Freight East West East West 9:21 am 5.40 am 9:20 pm 6:10 pm 1:35 pm 8:15am 9:55 pm 6:26 pm 9:12 nm *5:47 ato *9:12 pm | 16:18 ato | 1:20 pm | 8:35at 9:47 pm | 6:35 pm | 9:00 am *6:00 am *9:00 pm †5:28 am 12:55 pm 9:00am †9:35 pm 6:45 pm 8:45 am 6:20 am 8:45 pm 6:42 am 9:20 pm 6:55 pm 8:30 am *6:37 am *8:30 pm 7:00 am 11:50 am 10:15 am †9:02 pm 7:10 pm 8:15 am *6:55 am 8:15 pm 7:19 am 11:00 am 11:00an 8:45 pm 7:25 pm

Trains marked * will not stop.
Trains marked † will stop on signal.
Local freights run daily except Sunday. Oth We keep a full line of through tickets to all principal points in the United States and Can ada at lowest rates. Also through checket.

R. P. PRICE, Agent, at Higginsville.

B. A. JOHNSON, Agent at Odessa.

BY A. LONGFELLOW.

hear.

And well I know that secrets will capture every ear; The more profound and sacred, the faster i And each one who repeats it, the tale will It's a printing-office secret that I have now I may get murdered for it, but I hope to do i

Scores have tried to tell it, but no one e'er go through: If I perish in the effort it may be worse fo While working in the office, I caught up with their racket.

The foreman is not slow in warming up my

lot 1 bik 2, Lee's add to Odessa....\$ 250 00 I. N. Satierly to Frank H. Volz, lot 8,bik 4,1st add to Lexington... 700 00 Emma Steinpenhaus to H. Teb-I'll be revenged upon them, and tell the world my story--It may save some life, and bring to me some glory; But if I die a martyr, let other boys take And avoid the printing-office, for death i

The editor's a savage, the business man And every printer helps them to make my life a curse.

I'm to be initiated, but I expect to quit "the place, Pd rather starve or freeze to death, than go

room,
And when aroused at midnight I thought my
time had come;
All hands were in the sanctum, a single candle burned-

WILL do a general Collection business. Collection business. Collection business. Collection business. Collection business and pay taxes for non-recidents, eing located at the place to which a greater true of the mooming immigrants are coming twe a better opportunity of making sales than two other land agent in the county. GIVE ME july 20m6 give and drowns the silly victim—he cannot even call. The student-doctors gather in the upper office room
And fish out all the victims who thus have

met their doom. They buy up all the bodies and get them out mechanic skill.

I've seen the finest clock-work, the best the printers say.

The world must be a grave-yard, though it
often looks so gay.

the trap And then began a wordy speech on "Offices and pap;"

The trap was sprung beneath him, his speech His bones are in a doctor-shop—the doctor was his friend. was at an end.

point to gain; They carry on his papers, and bother him for news And then abuse him roundly if he don't endorse their views. His life is dull and dreary-he always has to

the soil; The editor is solemn, he wears a chronic And only smiles at random when a victim hurries down.

He promises more dollars than he redeems

DEALER IN

Next day a dude contended, "We've had a little rain:"

Next day a dude contended, "We've had a little rain:"

Next day a dude contended, "We've had a little rain:"

And then he doubled up and fell, his face expressed his pain.

Next day a dude contended, "We've had a little rain:"

And then he doubled up and fell, his face expressed his pain.

Next day a dude contended, "We've had a little rain:"

It by way of the eastern route are considered, there does not seem to be a meeting of the capitalists who are interested in the two roads. We write this article to call the attention of the victory for their road. FULL time of Drugs always on hand. Present his pair;
seriptions carefully compounded as all are fine a control to ask there of i. I hope;
the fine of or cash and; country produce.
The dectors took him out that night, he's hetter off. I hope;
the sort of the country is one of a graded road-bed. We offer the world be so, there will be no doubt as to business men of St. Joseph to the substance of a graded road-bed. We offer them one in the business men of St. Joseph to the substance of a graded road-bed. We offer them one in the business men of St. Joseph to the substance of a graded road-bed. We offer them one in the business men of St. Joseph men control the freights that can make the St. J. & St. L. road into soap.

We are asking no gratuity from the business men of St. Joseph to the attention of the business men of St. Joseph to the substance of a graded road-bed. We offer them one in the business men of St. Joseph men control the freights that can make the St. J. & St. L. road into soap.

A talking man was in last week, and questions fast he plied.
The rain, the snow, the crops, the wind the wedding and the bride;
He talked of each both long and loud, and SOMETHING ABOUT RAILROADS. EDITOR INTELLIGENCER:-As the question of the C., B. & Q. and its ex- ones.

blue streak came up from the pit, it was The streak mixed with the atmosphere, and ceptable to yourself and readers. he streak mixed with the allowing the streak mixed with the streak mixed w A chronic loafer moved his chair upon the running on a parallel line closing up as | ded for twenty miles, and which does nugic spot, The editor, with malice smiled, that loafer leaving a country and its business to be divided, not over six miles wide and in fifteen minutes by the watch another man went through. He was an agent for a book, and only got hi

the C. & A. railroad. It is about 15 miles from Waverly to The disappointed candidate who talks of every theme, Who gives his free opinion, and is up to every 000 per mile, a very low estimate for road bed, culverts and rock work for scheme; He button-holes the printer—you may guess bridges. Admitting that this road passes through a country unsurpassed, thence going southwest from Higgins ville, having the Missouri Pacific railway on the east and the C. & A. railcertain to be wrong.
Disgust is on his features, despair is still his

country for which these roads will consome considerable business, and get the benefit of a road bed, some seven teen miles to Odessa, that less than \$1,000 per mile will put in good condition; this at same cost at which we The trap then did its duty, he had not time placed road bed from Waverly to Higginsville at \$10,000 per mile or \$150, for the 15 miles, would make 17 miles at \$10,000 per mile gives us \$170,-In his pocket there was found a single coin of gold.

could not possibly be overcome by any The sland'rer and back-biter, the false friend and the liar way would it pay the St. Joseph & Must have their imperfections purged out of St. Louis railroad to help bridge the

river at Lexington and run into this city. My answer would be, take coal alone, and at rates of freight now paid

cars and you increase the amount re-ceived At Lexington this road will to suggest we desire to ask the atten-tion and the co-operation of the city of connect with the C., B. & Q., and to St. Joseph. all points it may run through south, and open up to the merchants of St. Joseph & St. Louis railroad for a long time was very successfully operated. Of late it has appeared that which that road runs, friendly to her interest, in both passenger and freight. Again there will be no inconsiderable business done via Lexington in way of both passenger and freight to Sedalia and even on the M. K. & T. as far south as Chuton and Appleton, from the fact it would be some 25 or 30 miles and even on the M. K. & T. as far south as Chuton and Appleton, from the fact it would be some 25 or 30 miles and even on the M. K. & T. as far south as Chuton and Appleton, from the fact it would be some 25 or 30 miles and even on the M. K. & T. as far south as Chuton and Appleton, from the fact it would be some 25 or 30 miles and even on the M. K. & T. as far south as Chuton and Appleton, from the fact it would be some 25 or 30 miles and even on the M. K. & T. as far south as Chuton and Appleton, from the fact it would be some 25 or 30 miles and even on the M. K. & T. as far south as Chuton and Appleton, from the fact it would be some 25 or 30 miles and even on the M. K. & T. as far south as Chuton and Appleton, from the fact it would not be the policy of the category and treight. Again there will be no inconsiderable to wreck it. Its road-bed, ties, road, even from St. Joseph to the Junction, should not pay. It traverses a beautiful, fertile and thickly settled country, and with the connections at the Junction, should not pay. It traverses a beautiful, fertile and thickly settled country, and with the connections at the Junction, should not pay. It traverses a beautiful, fertile and thickly settled country, and with the connections at the Junction, should not pay. It traverses a beautiful, fertile and thickly settled country, and with the connections at the Junction, should not pay. It traverses a beautiful, fertile and thickly settled country, and with the connections at the Junction, should not pay. It traverses a beautiful, fertile a 700 00 all points it may run through south, The St Joseph & St. Louis railroad Town of Odessa to M. G. Wood, 10 00 Town of Odessa to M. G. Wood, 10 00 THE BURLINGTON & SOUTHWESTERN RAILROAD.

and even on the M. R. R. C. Some weeks ago, said that ne thought it would not be the policy of the Wabash company, after the road was sold, to retain control of this branch, the Intelligencer said that this determination was not an unmixed without injury to but rather with benefit to the Richmond mines, which are toward the city to the Richmond mines, which are toward the company, after the road was sold, to retain control of this branch, the Intelligencer said that this determination was not an unmixed without injury to but rather with benefit to the Richmond mines, which are toward the city to the Richmond mines, which are toward the company comparatively idle, not because of Yours truly, t is the intention of the company to the full state of the company to the Burlington & Southwestern railittle business to be built up by the St.

Louis railroad running that idea. As a result we have some sive freights. The net profit on the run Burlington & Southwestern rail- little business to be built up by the St. we have been endavoring to develop run Burington & Southwestern ran-road across the Missouri river and Joseph & St. Louis railroad running that idea. As a result we have some strike for the great southwest. It is into Lexington, but may we not hope facts to lay before our readers,

Very truly, LIGHT AHEAD.

THE CHICAGO, BURLINGTON & QUIN-CY RAILROAD.

It would be quite futile, indeed

numerous streams and the ridges be- THE BRIDGE AND THE NEW RAILtween, requiring heavy cuts and a great many bridges, some of them expensive That it is strange that such a man should die and not be missed.

The strange that such a man should die and not be missed.

The strange that such a man should die ginsville or via Waveriy and Higher that it is strange that such a man should die ginsville or via Lexington and Odessa In the Waters' survey of that ginsville or via Lexington and Odessa below eighty feet to the mile. There scems to be one of general interest to is not a dollar's worth of work now our people, I thought a few reasons done on that route. From Lexington why it should, and no doubt will, cross to the south county line is also beautithe river at Lexington, would be ac ful and fertile; the line running along a natural plateau, a dividing ridge between the headwaters of two systems. of streams, presenting a phenomenal route, already surveyed, already grawork for the entire distance. Four miles of the twenty are now part of the

re-limit, the remainder belongs to the C., B. & Q. railroad company, if it belongs to anybody, and in any event several hundred thousand dollars to construct it. A large part of Lafayette county underlaid with coal, of good quality he vein becomes thinner and less relia reliable coal field is that which sur-

Receding from the tiver, however ble, being waxy and liable to rnn into thin places. The most eligible and rounds Lexington. The proof of this is that with only one railroad, and in spite of chance of ownership, quarreling and litigation in the coal company Lexington to-day mines four times as much coal as does all the remainder of the county put together, and Mr Gould regards his coal mines here as the most valuable and permanent that he has in the state. The coal field is very extensive; i

has up to this time barely been touched, and Mr. Gould's hold upon it is a very insignificant one as compared with the whole. Not to speak of the coal, Lexington and Odessa would easily furnish a railroad three or four times as much business as could the towns of Higginsville and Waverly. The road already graded through Lafavette county is a part of the original B. & S. W R R., its legitimate and proper route. It brings the road by Lexington, from which it can easily put out a spur to Kansas City to feed its connec Pacific railway, which last named road tions there with coal, and to connect has had all this road's local business with that place for its southern business. for the past ten years, and join the No great railroad will long be content C., B. & Q. railway in bridging the with a trunk line running 40 miles river at Lexington, and running into from Kansas City, without a direct from Kansas City, without a direct connection with that place.

to us sound and unanswerable, why it would be better for the C., B. & Q. extension to come by way of Lexington and Odessa rather than by way of Waverly and Higginsville. The company, too, may elect to ex-tend its road from Bogard, in which other route. You would ask in what event there could be no question as to

A BRIDGE AT LEXINGTON.

catch the rod.
And many rascals holding down, who should he missouri Pacific to Kansas City, per hold up the sod.

There are many minor evits that ought to catch the rod.
And many rascals holding down, who should he missouri Pacific to Kansas City, per hold up the sod.

There are many minor evits that ought to catch the rod.
And many rascals holding down, who should the Missouri Pacific to Kansas City, per hold up the sod.

There are many minor evits that ought to discuss the discussion of the role of the car of 20 tons, 2,000 pounds per ton, \$15, and even a trade of 20 cars per day would of the role of the role of the greatest deterrent to the extension of the role of the greatest deterrent to the extension of the role of the r [Furnished weekly to the Intelligencer by Captain J. D. Conner, recorder of deeds of Lafayette county, Mo.]

Abstract of the deeds filed in the office of Recorder of Deeds from Saturday, Dec. 19, to Saturday, Dec. 23, A. D., 1885. Only such as contain covenants of warranty contained in list.

Each of the Dridge is the main thing in the way; this being brought about would not only, as you see, give him a road bed worth \$153,000, but a local road and its Chicago business,87 miles in length, but a road which is willing to take half to Saturday, Dec. 23, A. D., 1885. Only such as contain covenants of warranty contained in list.

Each of the Dridge is the main thing in the way; this being brought about would not only, as you see, give him a road bed worth \$153,000, but a local road and its Chicago business,87 miles in length, built. Lexington has to offer the largest and most important town; the most valuable coal fields; and a road-bed already graded. These induces ments alone will be apt to secure the road will be built. Lexington has to offer the largest and most important town; the most valuable coal fields; and a road-bed already graded. These induces ments alone will be apt to secure the road will be built. Lexington has to offer the largest and most important town; the most valuable coal fields; and a road-bed already graded. These induces ments alone will be apt to secure the most valuable coal fields; and a road-bed already graded. These induces the most valuable coal fields; and a road-bed already graded. These induces the ment of the C. & A. This, they believe, will be desirable if they cross the Missouri river.

Of course the opponents of this movement will say at once, "O, it will not pay." Have they investigated it? The fact is, that there is every reason to believe that it will pay, and pay well. There is no reason why the well. There is no reason why the most valuable coal fields; and a road-bed already graded. These induces the most valuable to all the provide well to the cive will be apt to secure

also known that two routes are being considered, one by Waverly and Higginsville to Holden, and the other by Lexington and Odessa to Holden, and ty of interest between the St. Joseph & St. Louis railroad, extending from St. Joseph to Lexington and Odessa to Holden, and ty of interest between the St. Joseph & owners of the road are dissatisfied with the citizens of Waverly and Higginst that I cannot but believe it the two parties at interest are brought together Lexington and Odessa route should be will end in the desired end being owners may without difficulty resume owners may without difficulty resume of the country lying down the Missouri the lease. The Wabash professes also to be dissatisfied. The terms of the lease have been so far forfeited that the owners may without difficulty resume of the country lying down the Missouri the lease. The Wabash professes also to be dissatisfied. The terms of the lease have been so far forfeited that the lease have been so far for Lexington and Odessa route should be properly represented before the officers of the railroad. To one who is familiar with the country over which the lax bridge jointly built over the Misser of the railroad. To one who is familiar with the country over which the lax bridge jointly built over the Misser of the railroad. To one who is familiar with the country over which the lax bridge jointly built over the Misser of the railroad of the C. & A. both cities. No proposition ever substitute that the owners may without difficulty resume to who is familiar with the country over which the lax bridge jointly built over the Misser of the C. & A. both cities. No proposition ever substitute the owners may without difficulty resume to who is familiar with the country over which the lease have been so far forfeited that the owners may without difficulty resume to who is familiar to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. No proposition ever substitute to our people, in the C. & A. both cities. The C. & A. both cities of the cities. The cities of the railroad. To one who is familiar with the country over which the two routes would pass, and the advantages of location and business, there

brought about, i.e., the C., b. & Q. control of their property. That property and fairly managed the road can be made to pay well, no one who knows where it lies and what it is capable of doing, doubts.

is no comparison between them.

Should the extension be from Carrollton, the distance by each of the routes to Holden will be about the same, but the cost of building and maintaining the Higginsville line would maintaining the Higginsville line would maintaining the Higginsville line would some same is no comparison between them.

me say as to Lexington's coal interest in general; there are 100,000 acres, and easy of access for mining purposes, in first hands, excepting some 3,000 acres short time ago, contemplating the building of a narrow gauge railroad into the coal fields of Lafayette county.

Cut off from all communication in this direction, St. Joseph was, only a short time ago, contemplating the building of a narrow gauge railroad into the coal fields of Lafayette county.

Company, J. C. McGrew and others and patronage) they can, we believe, be induced to operate their railway in first-class style from St. Joseph into Lexington, and also assist largely in the building of a bridge at this place. The railroad in question is out of debt, and able to build the bridge by itself if its owners thought it would be profitable to do so, the latter being capitalists of very large means. This they might not at this time undertake, but from an investigation of the subject very thorough and very close to the source of power in the matter, we are convinced that the gentlemen could traffic; and every road it would cross too, would greatly benefit the comwould be glad to make arrangements with it.

the least-indeed they would be mutumatter? First, it would aid in rehabilfor some years past been systematically prevented from being a feeder to its business; second, it would be enabled, for its large and growing mercantile best that could be selected in western dissouri. On this route there would be but few bridges to be kept up, as long as time lasts, while on the other route there would be many.

The first accordance is as narrow as at any point for seven or eight hundred article, give to St. Joseph connections proposed in this article, give to St. Joseph connections as an investment; we do not wish to do their whole duty when matters of the burdened with management. To do their whole duty when matters of the people, for they have never failed at Lexington with the southwest without the burdened with management. Well, of what good are securities supply pleage the committee, in the name of article, give to St. Joseph connections as an investment; we do not wish to do their whole duty when matters of the people, for they have never failed out passing through Kansas City, something which it has not now. The coal

ROAD.

From the Lexington Intelligencer, Decem

ber 12, 1885. L In the two interviews recently held with Mr. T. J. Potter, first vice-presientleman asserted that the building of bridge across the Missouri river was he greatest impediment in the way the extension of that road southwest. Is an interview with the attorney of way their road was being treated by templated taking it into their own control; and that in that event they would greatly desire to operate it from St

we feel deeply interested in such matter. It would be a very desirable tavorable soundings we were disapthing for us to have a bridge there, and of incalculable benefit to your Clagett's where we only found large city. * * Our board will meet loose boulders with no solid rock uncity. one week from to-day." Mr. Nisbet der. We had been nearly two months asked particularly for all information at work, and the engineer concluded to in our possession for use at that directors' meeting. At a mass meeting of citizens of

of the board, and he was received and given an attentive hearing. Numerous questions were asked by the genetc. The result of this meeting was. conference to be held here in January

so in the future by an active policy, with able and honest management

owners are so as investors; and to get

to believe that it will pay, and pay well. There is no reason why the road, even from St. Joseph to the Lengtion should not result in the state of the lengtion should not result in the state of the lengtion should not result in the length of the length o

minimum amount of the coal business would more than pay the road and interest upon its share of the cost of the bridge. The road then would have ed yesterday by a representative meeting at the board of trade rooms, and in grants of the conference were expected. would more than pay the road's annual

With a quick a certain connection, over a bridge, with the Missouri bringing that beautiful vine clad city, Pacific, this is the natural route for with its desirable commercial and social passengers from St. Louis and Jefferson City to St. Joseph. It is thirty-five miles shorter, and by reasen of the breaks and stops at Kansas City nearly two hours quicker than going by way of Kansas City. Properly conducted it would do an immense passenger business. It does some now and it is not a railroad at all, but the mere pretense of one. The Missouri Pacific couldn't the west as a manufacturing point. It passengers from St. Louis and Jefferone. The Missouri Pacific couldn't the west as a manufacturing point. It change its time table fast enough to prevent it from making close connections with its trains here; and it it did so it St. Joseph to the state capital, and anwould get the passengers. Anyone other direct and competing line to St. who will take the trouble to look at a Louis, which means another and a dimap will see that what we say is true.

The only danger to us, who want it to Then there is a possible connection to be an independent line, lies in the temp-tation that would beset Mr. Gould to railroad, which would be equivalent to buy it. He ought to have done it in 1874 when he was thinking and figur-

The argument make itself. It is ble one, and all was accomplished that only a question of time when these could have been accomplished at this that this is the golden opportunity for the St. Joseph road. Now it can the St. Joseph road. Now it can with the railway officials and the peo-secure the co-operation of the C., B. & ple of Lexington, in that city next Q., the people of St. Joseph and Lexington in building the bridge. It it neglects this opportunity it will either city is capable of making, all the adhave to build the bridge itself; continue vantages above outlined may be secured under the murderous sway of the at that meeting. Every citizen is in-Wabash, or rent its St. Joseph end to terested, and the delegation from St.

SOUNDINGS FOR THE BRIDGE AT LEXING FON

From the Lexington Mo., Intelligencer, D. Mr. Charles A. Morrison, of Kans City, has been here for some time et . that he assisted in making the sourceings of the river at this point for the

viewed him on the subject, last Th day, Mr. Morrison said: -"The sound-

ings were made in the spring or fall of

79. They were made under direction of H. A. Sumner, chief engineer B. & S. W. R. R., and James Morrison bridge builder of the Burlington system, who had just completed the bridge over the Missouri river at Plattsmouth, Neb. We used a flat boat with a well in the center, with pile driver and tools used before for the same purpose. We commenced on the point of the sand bar, at that time just across the river opposite my foundry, and found rock at distances of 200 feet apart and at depths from 76 to 87 feet as far down as opposite the old soap factory site. where we lost it, although we expected to find it more favorable in front of the was ascertained that the owners of that | Clagett coal banks, where the rock reef road were much dissatistied with the extends into the river from the south bank. We continued on down nearly to the head of the island or just opposite the point below Clayett's, but with out success. We then took the boat and started opposite the foundry again, Joseph directly into Lexington A about 100 feet from the north bank, and letter was then received here from the sounded about the same distance as bepresident of that road, Mr Wm. F. fore with about the same result. We Nisbet, of New York, in which that gentleman, among other things, said, the river with the same result. The 'In regard to a bridge at your city, results thus far were very satisfactory. results thus far were very satisfactory, but where we expected to find most pointed, that is on the rocky reef above

make use of the remaining one day, so we anchored our boat just above Mc-Intyre's coal bank, and to our astonish-Lexington the writer was requested ment the first length of pipe struck the to attend the meeting of the board of directors of the St. Joseph & St. Louis We followed this out for a distance of railroad, in New York City, Tuesday. 396 feet where it went deeper, and as December 1, which he did. There was a full attendance of the members pired we left off. The sounding on the 396 feet where it went deeper, and as north bank opposite was 83 feet. The result, after all, was far better than expected and was so stated by the engitlemen present, regarding what had neers and officers connected with the already passed between our people and road, who said it was the most favorathe C., B. & Q. railroad company; the ble they ever heard of on the Missouri cost of a bridge; the probable business, river. At the time we were sounding a corps of engineers was running lines that the gentlemen promised that their of the shores and sand bars and taking board should be represented at the distances. The whole work was un der Engineer Hurst, who reported to with Mr, Potter and other officers of and we were paid by the B & S. W. the C., B. & Q.

The writer spent almost the entire day, Thursday, with Mr. Nisbet, in disensing the building of the building discussing the bridge question as it across the river at the point last menwould effect the St. Joseph & St Lonist tioned to be 2,500 feet, covering the railroad. It is not necessary here to entire river bed and sand bar. Mr. enter into details as to the condition Morrison shows that solid rock foundaof the St. Joseph road. It is enough tion is here found, going from this for our purpose to know that it is out of debt and abundantly able to do its from 16 feet, 396 feet out, to 83 feet on part toward building a bridge. Several the northern bank. This, he says, the of its directors are individually able to engineers declared the most favorable do so. They are anxious to make their road a paying one. It has been so in the past. It can be made even more order of Mr. Sumner, and under the immediate superintendence of Mr. Hurst, is a matter of record in the The best manager of a poperty, as a archives of the B. & S. W. railway. rule, is its owner. These views Mr. To add to its value, since it was made, Nisbet entertains. But the present the government of the United States has spent several thousand dollars in

From the Lexington, Mo., Intelligencer, Dec. 5, 1885.] The following letter has been 1eceived. While there is no especial news in it, the letter confirms what we

CHICAGO, Nov. 27, 1885 lieve, firmly, that a coal business of I shall, with our engineer, make a visit

We appreciate the kind sentiments expressed by the people of Lexington toward the company we represent. Yours truly, T. J. POTTER.

"ON TO LEXINGTON."

[From the St. Joseph Gazette, Dec. 23.1 as feeders, for passenger to St. Joseph, ing at the board of trade rooms, all the country lying down the Missouri the results of the conference were exceedingly gratitying to the people of the M. K. & T. as far as Clincella at the M. K. & T. as far as Clincella at the M. K. & T. as far as Clincella at the M. R. & T. as far as Clincella at the board of trade rooms, and as feeders, for passenger to St. Joseph, ing at the board of trade rooms, and as feeders, for passenger to St. Joseph, ing at the board of trade rooms, and as feeders, for passenger to St. Joseph, ing at the board of trade rooms, and as feeders, for passenger to St. Joseph, ing at the board of trade rooms, and as feeders, for passenger to St. Joseph, ing at the board of trade rooms, and as feeders, for passenger to St. Joseph, ing at the board of trade rooms, and the country lying down the Missouri the results of the conference were exconstruction of a bridge over the Mising on the matter. Lexington alone, with its schools and mines, would furnish a very considerable passenger connections would follow, and these,

Yesterday's meeting was a credita-

A GRADED ROAD-BED.

We are asking no gratuity from the C., B. & Q. We offer them one in the two best shipping towns in the county,

is el-ay, the eb-lis-md the



HUISKAMP BROS., Keckuk, Iowa,

The BUYERS GUIDE to issued Sept. and March, each year. 49 256 pages, 8½ x 11½ inches, with over 3,500 illustrations—a whole Picture Gallery. GIVES Wholesale Prices assumers on all goods for family tree. The like the second of the se personal or family use. Tells how to personal or family use. Tells how to order, and gives exact cost of everything you use, eat, drink, wear, or have fun with. These INVALUABLE BOOKS contain information gleaned from the markets of the world. We will mail a copy FREE to any address upon receipt of 10 cts. to defray expense of mailing. Let us hear from you. Respectfully, MONTGOMERY WARD & CO.

827 de 229 Wabash Avenue, Chicago, Ili.



9:32 pm | 5:40 pm | 8:15 am | 5:57 cm | 2:28 pm | 2:28 pm 9 12 pm 5:59 pm 7:56 am 6:17 am 1:42 pm 3:04pm 8:50 pm 6:12 pm 7:43 am 6:32 am 1:12 pm 3:28 pm 8:48 pm 6:23 pm 7:32 am 6:44 am 12:45 pm 3:50 pm trouble us no more, We bless the means that saved us—the hand 7:25 am 6:45 pm 7:35 am 4:40 pm 7:95 am 7:10 am 11:55 am 4:40 pm 6:45 am 7:38 am 0:17 am 5:33 pm 7:32 pm 7:32 pm 7:47 am 9:58 am 5:50 pm 7:46 pm 7:26 pm 6:34 am 7:52 am 9:43 am 6:03 pm ed like he would swoon; He said, "It's hot, I tell you! I'm hot enough

Our Carrier Boys' Address.

The comps, impose upon me, it seems they can't be civil,

They kick and cuff me every day, because
am the "devil."

I fell asleep one evening, while in the paper

Most earnestly I listened, and this is what I Deep down below the cellar there is an awful

But for its easy working this trap-door fills If all newspapers have them, as I've heard A candidate came in one day and stood upon

He's talked to death by people who have a

the snow,
The trap-door quickly dropped him to regions

greatly exceed that via Lexington.
From Carrollton to Waverly across the bottom, it is only ten miles. From Waverly to Holden, a distance of more west to the terminus of the Central the proper encouragement (no money is than fifty miles, the route would be over a broken country, and running and both east and west from there. across the streams emptying into the river on the north side. emptying into Davis and Blackwater creeks on the south. There would be heavy cuts and deep fills all along the route and many bridges to build, some of them large and expensive ones. From Carrollton to Lexington, about twenty-two miles, there is a level bot- the C., B. & Q. R. R. company intends tom, requiring little or no grading, and only one bridge to erect. From Lexington to Holden via Odessa, is one of the best and cheapest upland routes that could be selected. The route from puerile, to advance unfair or unsound Lexington to Mt. Hope, twenty-two miles, is on the track once graded for the Lexington, Chillicothe & Gulf road, because the company will naturally the other half of the necessary sum. the Lexington, Chillicothe & Gulf road, because the company will naturally the other half of the necessary sum, and there is nothing to do but to level investigate for itself, and act at last as The two roads would not conflict in it, at a small cost. The grade from the its own best interests dictate. We hurries down.

One day a stilly poet wrote up something on the snow.

One day a stilly poet wrote up something on the snow.

There are many points on the Missian case of the snow.

There are many points on the Missian case of the snow.

There are many points on the Missian case of the snow. water it is a level country, the line be- souri river where bridges can easily litating one of its rallways which has far below:
Another poet handed in a windy song of the Sni on one side and those of Tabo that cannot be bridged. There are and Davis on the other, and the grade some advantages possessed by Lexingwould not exceed twenty feet to the ton as a bridge site not common even mile. From Lexi..gton to Blackwater, to favorable sites. First, it has been he cannot sing.

There's A., the little noodle, who always writes of love, And B, the politician, who spits upon the stove.

The producted on the subject, and yet I know not why

They should escape destruction, when better mean must die.

The delinquent subscriber has his name cut from the list,

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The delinquent subscriber has his name cut from the list.

The delinquent subscriber has his name cut from the list has a better to favorable sites. First, it has been to favorable sites. First, i

his last remark:

His grave is in the coal house—he was buried turther on this line that the other.

it goes forward to Higginsville, thus not require a single bridge or trestle the Missouri river on the north side of C. & A. track, and would have to be it to cut down its trade in addition to Higginsville, and even at a cost of \$10, they can have it for the asking. It cost way on the west for the first eight miles

south, thus dividing up that much more On the other hand, via Lexington, this road will run through a place of 000, less \$1,000 per mile for repairs You run through a

leaves \$153,000 equal to any to noue, crossing the second Missouri Pacific at Lexington and the C. & A. at Odessa, not running paraliel with another road on one side and handsome price,
Though all our doctors grumbled, and tried to the river on the other. Again, seemingly now there is a fair chauce that the St. Louis & St. Jo.

A pound of gristle still remained, and forty quarts of oil.

R. R., 87 inities long, will disconnect itself with the Wabash, St. Louis & this city and forming close business relations with the C. B. & Q, giving the C. B. & Q. all its local travel to Chicago, connecting as it does at St. Joseph, crossing this road at Lathrop and connecting as it will at Lexington, thereby t can not cut off every wrong, we only wish this would be a consideration in connection with road bed to Odessa that

[From the Lexington, Mo., Intelligencer, Nov. 7, 1885.7 It seems pretty well established that

As to routes. When the greater Steps are now being taken to secure, St. Joseph ownership to seize the But it is not all certain that the road sinussities, because of a rougher countait Lexington, some time in January, a great opportunities which are now the shortest and encapest. A, beautiful and fertile; the line crosses well represented at the meeting.